The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 59 | 日九十月五年一十二緒光 | TUESDAY, JUNE 11, 1895. | 二拜禮 | 號一十月六英港香 | THIRTY DOLLARS PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 5,000,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:
J. KREMER, Esq.—Chairman.
Hon. A. MACONOCHIE.—Deputy Chairman.
Hon. J. J. Bell-Irving. | C. J. Holliday, Esq.
G. R. Dodwell, Esq. | S. C. Michaelsen, Esq.
M. D. Ezekiel, Esq. | D. R. Sassoon, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—W. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 7th June, 1895. [484

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. [484

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.
Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stotterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1894. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000
INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "
T. F. SANSOM,
Manager, Hongkong.
Hongkong, 6th June, 1895. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [8

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [901

QUEEN INSURANCE COMPANY,
NOW MERGED IN THE
ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed AGENT for the above COMPANY is now prepared to accept risks against FIRE at Current rates.
G. H. POTTS.
Hongkong, 15th May, 1895. [615

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33
RESERVE FUND $318,000.00
BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUE MOON, Esq.
LOU TSO SHUN, Esq.
MANAGER.—HO AMEI.
MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 19th December, 1888. [910

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [884

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, *QUEEN'S ROAD, CENTRAL.*

SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. [189

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
C. T. BENNEY, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do 1 " quarts .....$33 "
SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [634

HK. HOTEL. GOOD FOOD NOW SUPPLIED. SAME PRICES.

KELLY & WALSH, LD.

NEW NOVELS AND NEW EDITIONS.

THOU ART THE MAN, Miss Braddon.
One of Our Conquerors, Geo. Meredith.
Lord Ormont and His Aminta, Geo. Meredith.
The Dance at the Four Corners, by Burgin.
A Born Soldier, by John Strange Winter.
Olga Romanoff, by Author "Angel of Revolution."
Not so Black as they painted her, &c., by Lale.
The Jewel Ynys Galon, by Owen Rhoscomyl.
The People of the Mist, Rider Haggard.
Some Every-Day Folks, by Eden Philpotts.
Miscellanies, G. W. Osmond (New Autonym).
Thirteen Doctors, by Mrs. J. K. Spender.
AN ARRANGED MARRIAGE, by Dorothea Gerard.
The Zeith-Geist, by L. Dougias.
Views and Opinions, by Ouida.
In the Day of Battle, by J. A. Steuart.
A Drama in Muslin, by George Moore.
A Man of his Word, by Arthur Paterson.
Eve's Ransom, by George Gissing.
A Ward in Chancery, by Mrs. Alexander.
Helen's Ordeal, by Mrs. Russell Barrington.
Science in Arcadia, by Grant Allen.
KELLY & WALSH, LIMITED.
Hongkong, 5th June, 1895. [6

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1894. [29

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [795

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtländer and Zeiss's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPECTACLES.
No. 8, Queen's Road Central. [643

G. FALCONER & CO.

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 36, Queen's Road Central. [897

Intimations.

NOTICE!
THOMAS' GRILL ROOM.

MR. J. W. OSBORNE begs to inform the many PATRONS of THOMAS' GRILL ROOM that he has been temporarily placed in charge of the Establishment.
The Establishment will be conducted as usual. All Orders will, as usual, receive prompt attention.
Hongkong, 10th June 1895. [761

DAKIN, CRUICKSHANK AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of this COMPANY will be held in the HONGKONG HOTEL, Victoria, Hongkong on SATURDAY, June 15th, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st December, 1894.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 15th inst., both days inclusive.
By Order of the Board of Directors,
T. G. JOY,
Manager.
Hongkong, 6th June, 1895. [745

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given, that the SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, No. 29, Queen's Road, on SATURDAY, the 22nd June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1895, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 29th June, both days inclusive.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 5th June, 1895. [743

NOTICE!
LOST.

NOTICE is hereby given that Mr. LO CHEONG IP, Owner of SUBSECTION FOUR of SECTION B of INLAND LOT No. 105 with the House thereon known as No. 29, COCHRANE STREET, Lost his TITLE DEEDS to the above Property yesterday.
Dated this 7th June, 1895. [753

MR. CHADWICK KEW.
(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.
TEETH filled permanently, from $1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [754

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO & PARIS.
JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
83] Opposite the Telegraph Office.

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1891. [74

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1894. [594

Masonic.

ST. JOHN'S LODGE
OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 5th June, 1895. [737

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship
"HELENE RICKMERS,"
will be despatched on SUNDAY, the 16th instant.
For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th June, 1895. [748

"SHELL" LINE OF STEAMERS.
FOR HAMBURG AND LONDON.

THE Company's Steamship
"TURBO,"
Captain L. Meyer, will be despatched as above on or about the 25th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th June, 1895. [764

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.
STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"MARIA VALERIE,"
Captain R. Vidos, will leave for the above places on or about WEDNESDAY, the 12th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 5th June, 1895. [742

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA, VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain G. A. Tawler, will be despatched for the above Port TO-MORROW, the 12th instant, at 5 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 10th June, 1895. [740

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ACHILLES,"
Captain Harvey, will be despatched as above on THURSDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th June, 1895. [728

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
(Taking through Cargo for SULU, MENADO and GORONTALO.)

THE Company's Steamship
"MEMNON,"
Captain Branch, will be despatched as above on FRIDAY, the 14th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th June, 1895. [761

"BEN" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.

THE Steamship
"BENLEDI,"
Captain Farquhar, will be despatched as above on FRIDAY, the 14th instant, at 4 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th June, 1895. [764

OREGON RAILWAY AND NAVIGATION COMPANY.
FOR VICTORIA, B.C. AND PORTLAND, OREGON.

THE Steamship
"ASLOUN,"
Captain Murray, will be despatched for VICTORIA, B.C. and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on SATURDAY, the 15th June.
Through Bills of Lading will be granted to all points in the United States and Canada.
Consular Invoices for Cargo to United States points must be sent to the Office of the Undersigned, addressed to the Collector of Customs, Portland, O.
For Further Particulars as to Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 22nd May, 1895. [683

CHINA NAVIGATION COMPANY, LIMITED.
FOR JAVA PORTS.

THE Steamship
"SHANTUNG,"
Captain Vaughan, will be despatched on TUESDAY, the 18th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1895. [717

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ULYSSES,"
Captain Lanzos, will be despatched as above on WEDNESDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th June, 1895. [765

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

THE Steamship
"KWEIYANG,"
Captain Dawson, will be despatched on THURSDAY, the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1895. [756

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA SINGAPORE.

THE Company's Steamship
"CHINGWO,"
James Gray, Commander, will be despatched as above on or about the 21st instant.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 6th June, 1895. [744

Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Hanemann, will be despatched for the above Port TO-MORROW, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 10th June, 1895. [757

SPANISH MAIL STEAMSHIP LINE.
MANAGING PROPRIETORS:—
PINILLOS, SAENZ & CO., CADIZ.
Taking Cargo and Passengers without transhipment to MANILA, BARCELONA, CADIZ and LIVERPOOL.

THE Steamship
"BARCELONA,"
will load here as above towards end of July and will be followed at intervals of one month by the S.S. *Cadiz* and S.S. *Manila.*
For further information apply to the Agency of the Company, No. 21, Stanley Street.
VILLA LOPEZ & Co.,
Agents.
Hongkong, 15th May, 1895. [647

SAILING VESSELS.

NOTICE TO SHIPPERS.
FOR SAN FRANCISCO.

THE 100 A1 Steel 4 Masted Bark
"ALCEDO,"
Captain R. Coutts, will load here for the above Port, and be despatched on or about the 25th July, s. c.
For Freight, apply to
MELCHERS & Co.
Hongkong, 7th June, 1895. [751

FOR BALTIMORE.

THE 3/3 A.I.I. American Ship
"CENTENNIAL,"
Calcord, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 4th June, 1895. [735

FOR NEW YORK.

THE 3/3 A.I.I. American Ship
"SANTA CLARA,"
Fuller, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 11th May, 1895. [630

FOR SAN FRANCISCO.

THE 100 A. I. British Ship
"LYNDHURST,"
Martin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 29th May, 1895. [707

FOR NEW YORK.

THE 3/3 L.I.I. German Bark
"ADOLPH,"
Paulsen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 18th May, 1895. [660

FOR SAN FRANCISCO.

THE 100 A. I. British Ship
"GLENESSLIN,"
Pritchard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 14th May, 1895. [640

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC" from SAN FRANCISCO, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on counterpersigned Bills of Lading.
Goods remaining unclaimed after the 17th instant, will be subject to rent.
Cargo from JAPAN PORTS is to be delivered from alongside.
J. S. VAN BUREN,
Agent.
Hongkong, 10th June, 1895. [8

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship
"KEEMUN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th instant, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant, will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 10th June, 1895. [762

To-day's Advertisements.

THEATRE [redacted] ROYAL,

CITY HALL.

FOR 12 NIGHTS ONLY!
THE NEW
WILLARD OPERA COMPANY.
GRAND OPENING NIGHT,
MONDAY, JUNE 17TH.
"THE GAIETY GIRL."
FULL CHORUS. FULL ORCHESTRA.
PRICES OF ADMISSION—$3, $2, AND $1.
Plan at Messrs. KELLY & WALSH, Ld.
Hongkong, 11th June, 1895. [766

NOTICE.

WITH a View to CLOSING up the BUSINESS known by the Name of "HAUENSTEIN'S HOTEL" at this Port, it is respectfully requested that ALL CLAIMS against, and ALL MONIES DUE to the above HOTEL be forwarded to the Undersigned on or before the 25th instant.
MRS. B. HAUENSTEIN,
Proprietress,
Amoy, 7th June, 1895. [769

TO BE HAD AT THE
PHARMACY.

PRICKLY HEAT LOTION.
HAIR WASH.
FARINA'S COLOGNE.
FRUIT SYRUPS.
TANSAN,
THE NEW JAPANESE TABLE WATER.
FLETCHER & Co.,
23, Queen's Road Central,
Hongkong, 11th June, 1895. [31

WANTED.

A PIANIST for the PRAYA EAST HOTEL.
Apply to the PROPRIETOR on the Premises, Nos. 38 & 39, Praya East.
Hongkong, 11th June, 1895. [767

PERSEVERANCE [redacted] LODGE OF

HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 17th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 11th June, 1895. [768

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
(Taking Cargo for TAMSUI, which will be transhipped at AMOY.)

THE Company's Steamship

"NAMOA,"

Captain Roach, will be despatched for the above Ports on FRIDAY, the 14th instant, at Daylight, and not as previously notified.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 11th June, 1895. [762

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched as above on or about 5th July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th June, 1895. [649

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo:—
From Calcutta, *ex* S.S. "AGLAIA," transhipped at Colombo.
From Trieste, *ex* S.S. "IMPERATRIX," transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 18th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, 11th June, 1895. [742

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER. LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.
Hongkong, 3rd May, 1895. [27

Intimations.

A. S. WATSON & CO.,
LIMITED.

[redacted]

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

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SELTZER WATER
LITHIA WATER
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TONIC WATER
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No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 1st June, 1895. [5

BIRTHS.

At Shanghai, on the 1st of June, the wife of G. KOPP, Imperial Maritime Customs Service, of a son.

At Shanghai, on the 2nd of June, the wife of P. R. S. VINCENT, of a son.

DEATH.

At his residence Taku Road, Tientsin, on 2nd June, at 3 p.m., TSENG LAISUN, M.A., Hamilton College, New York, U.S.A., for over twenty years Chief Private English Secretary to H.E. the Viceroy Li Hung-chang.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 11, 1895.

REUTER'S TELEGRAMS.

LONDON, June 10th.

TESTIMONIAL TO THE CHAMPION CRICKETER.

The *Daily Telegraph* has started a national subscription limited to one shilling to present a testimonial to Mr. W. G. Grace.

THE RUSSO-CHINESE LOAN.

The news of a Russo-Chinese loan is confirmed. It has been received with marked disfavour both at Berlin and London, more especially at London, because the facts of its issue under the circumstances places China at complete subservience to Russia.
[We published this *news* on the 5th instant.—Ed., *H.K.T.*]

RUSSIA AND JAPAN.

It is stated at St. Petersburg that Russia will negotiate concerning the evacuation of Korea after the evacuation of the Liaotung Peninsula has been finally arranged.

RESULT OF THE GRAND PRIX DE PARIS.

GRAND PRIX DE PARIS of £11,000; for three-year-olds; distance about 1 mile 7 furlongs.
Andréa ..... Lane 1
Cherbourg ..... E. Watkins 2
Sagittaire ..... Storr 3

(*From Japanese Papers.*)

KOREAN AFFAIRS.

SEOUL, May 28th.

Min Et-tatsu, who went to China last year as an envoy, has returned by the Chinese man-of-war *Chin-hai*. Nothing is as yet clear about Min Et-yoku and Min Et-shun. The question is now being discussed as to whether they shall be arrested if they return.

May 29th.

Captain Kurooka, of the Japanese man-of-war *Tsukuba-kan*, has just arrived here, and will be granted an audience with the King of Korea to-morrow.

According to Captain Kurooka, the Chinese man-of-war which arrived at Jinsen on the 25th inst. with the Korean ambassador on board, was the *Chin-hai*. She was flying the Korean flag, and her captain, accompanied by several officers, paid a visit of courtesy to the *Tsukuba-kan*.

May 30th.

Prince Pak will shortly be formally appointed premier of the Korean Government, Je Kaisan Minister for Home Affairs, and Li Chi Minister for Justice.

BAKAN, May 29th.

The King of Korea has formally expressed to Count Inoye his gratitude for the kindness of the Emperor of Japan in prevailing on China to acknowledge the independence of Korea.

MR. SATOW.

MOROCCO, May 26th.

It is expected that Mr. Satow, newly appointed British Minister to Japan, will leave for his post early in August.

GREAT FIRE AT YONEZAWA.

YONEZAWA, May 28th.

Fire broke out in Higashi-machi on the night of the 26th inst., destroying 82 houses, 38 godowns, a police box, and the forestry office.

MOVEMENTS OF WARSHIPS.

NAGASAKI, May 31st.

The British men-of-war *Centurion*, *Edgar*, *Leander* and *Undaunted* left here yesterday evening at 5 o'clock for Chefoo, and the *Alacrity* is now preparing to leave. The French man-of-war *Bayard* is at target practice here.

HAKODATE, May 31st.

The British man-of-war *Peacock* arrived here to-day.

THE CLOSING OF HEADQUARTERS.

TOKYO, May 31st.

His Majesty the Emperor, Commander-in-Chief of the Japanese forces, having returned here after the restoration of peace, it was rumoured that the Headquarters would be immediately closed. According to information received from a reliable source, however, the Headquarters will be established in the Imperial Palace until all the soldiers have returned from the front; consequently, they will not be closed before the end of August.

TYPHOON WARNING.

In his weather report to-day the Director of the Observatory states:—"On the 11th at 11 a.m. the low pressure area appeared to be situated in the neighbourhood of the Paracels. The barometer is falling."

At 4 p.m. the barometer was still falling.

LOCAL AND GENERAL.

MR. USUDA, who was recently recalled from Chemulpo, will, it is said, be appointed Japanese Consul at Shanghai.

PENAL servitude for life was the sentence passed recently by Mr. Justice Law at Penang on a Chinaman who was found guilty on a charge of unlawfully returning from banishment.

THE Band of the Rifle Brigade, by kind permission of Major Noel and Officers of the Regiment, played a highly appreciated selection of music at the Public Gardens last night.

MR. F. C. Bishop, formerly Manager at Shanghai and afterwards Inspector of the Mercantile Bank of India, Ld., has been appointed Manager in London of the Bank of China and Japan, Limited.

OUR Amoy correspondent, under date 9th instant, writes—"mutinous Cantonese soldiers brought over by the *Arthur* refuse to leave the ship, averring that the Governor promised to land them at Canton."

WE note that Mr. George Williams, late Secretary of the British Mercantile Marine Officers' Association, was gazetted on the 1st ultimo as Orderly Room Clerk of the British North Borneo Constabulary, the appointment dating from the 16th April.

HALE Shearman, Manager of the "Stag Hole," was charged before Mr. Wodehouse to-day by Inspector Mann for selling intoxicating liquors without a license. Mr. H. L. Dennys appeared for the defence. A nominal fine of $10 was imposed and paid.

IT is reported that several prominent merchants of Osaka have under consideration a scheme for establishing a cotton-spinning mill at Shanghai so as to avoid the expense of first bringing cotton from Shanghai and afterwards shipping it in the form of yarn to that port.

LATE native news from Chêngtu concerning the recent riots and outrages perpetrated on the missionaries, estimates the damage done to property at a little over Tls. 3,000,000. In some cases resistance was offered by the Roman Catholic converts against the mob, resulting in loss of life on both sides.

OUR Macao correspondent under date the 11th instant reports that cases of plague are diminishing and only two or three deaths occur daily. The police are busy cleaning out houses and burning tar in drains. A Chinese procession is parading the streets nightly, and the Chinese shops are firing off crackers to drive the "plague devil" to Jericho, or Timbuctoo or to the bottom of the "bottomless pit."

MR. R. PAGET has been promoted to be Second Secretary of Legation at Tokyo. Under ordinary circumstances this promotion would not have taken place for some time longer, but Her Majesty's Government were evidently desirous of marking their sense of the very able manner in which Mr. Paget discharged the exceptionally onerous duties that devolved upon him when suddenly required to assume charge of the Legation after Mr. Fraser's death during the difficult days immediately preceding the outbreak of the recent war.

THE many friends of the late Mr. Kiley, whose faithful amah was sentenced to six weeks' imprisonment at the Police Court on Saturday for taking her master's silver watch and chain, will be very glad to hear that the unfortunate woman was brought before Mr. Wodehouse to-day, who told her that he (the Magistrate) was not satisfied with Saturday's evidence and he would therefore re-open the case for further evidence on Thursday, the 13th instant. The unfortunate amah was, we are glad to hear, thereupon allowed out on bail in the sum of $50.

WHEN the Russian Squadron passed Wei-hai-wei on their last cruise, says the *China Express*, in a recent issue, some of the smaller ships and the torpedo boats entered that harbour and took a run round the island of Liu-kung-tau. The eight Japanese war-vessels in Wei-hai-wei at the time and the fort on the island at once cleared for action on perceiving the Russians. This call was returned by the Japanese at sunrise on Friday last, two torpedo-boats coming from Wei-hai-wei passed through the Russian Squadron and then returned. While passing the Russian men-of-war, they played the Japanese National Hymn.

SHENG Taotai has resumed duty as Customs Taotai at Tientsin.

WE would remind our readers that Mr. G. G. Brady will give an elocutionary entertainment at the Kowloon Soldiers' and Sailors' Institute tomorrow night, commencing at 8 p.m., in aid of the Institute Building Fund.

THE *Esther Roy* murder case was concluded at the Magistracy this afternoon, and Mr. Wodehouse committed the defendant, Eugene Wm. McKenna, for trial at the next Criminal Session. Mr. Holmes appeared for the defence.

MR. J. F. SCHOENICKE, one of the most able Chief Commissioners of the Chinese Customs Service detailed for duty in Korea and who is, we regret to hear, now in the enjoyment of anything but good health, arrived here by the *Melbourne* this morning *en route* to Europe on well earned leave of absence.

JAPANESE decorations for foreigners:—Mr. Rudolph Dietrich, instructor of the Musical School, Tokyo, has been decorated with the Sacred Treasure of the 4th Order; Mr. W. F. Page, with that of the 3rd Order; Mr. R. F. Trevithick, Mr. J. Hall and Mr. J. Macdonald, of the Japanese Government Railway, with decorations of the 6th Order.

THE Emperor of China has appointed the following Prince and Ministers of his Court to act as Imperial Finance Commissioners to finance a loan to be raised to pay the indemnity due to Japan under the recent Treaty of Peace:—Prince Kung, President of the Commission; Sün Yü-wên, President of the Board of War, and Wêng T'ung-ho, President of the Board of Revenue. Vice-Presidents: Hsü Yung-yi, Vice-President of the Court of Censors; Chang Ying-huan, Vice-President of the Board of Revenue, and Liao Shou-heng, Vice-President of the Board of Civil Appointments, Associates. Sir Robert Hart will, it is said, be the general adviser of the said Commission.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in the Freemasons' Hall, Zetland Street, on Monday, the 17th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

ACCORDING to the *Yushin Nippo*, Lieut.-General Kawakami has stated that the number of Japanese who have been sent to China since the outbreak of the Japan-China war, including soldiers, military coolies, &c., amounts to about 300,000.

A QUEROME object was brought up in a grip bucket of a dredger employed deeping the entrance to Boyd's Dock on Friday afternoon, says the *North China Daily News* of 4th inst., and the Chinese employed on the dredger incontinently took to their heels when they found the dead body of a human being hanging to the bucket. The corpse was that of a foreigner.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Mr. Wong Shue Tong	$ 50
H.E. Major-General Black, C.B.	15
Mr. King Wa	5
Mr. F. R. L.	5
Miss R. Mackenzie	5

FATAL accidents have been very common on the Australian race-course of late. Since August last year, thirteen jockeys have been killed outright or died of injuries received while riding in races. The *Australasian*, dealing with the subject, suggests that there should be much stricter supervision on the part of stewards than there is now. From what the Australian paper says, it appears to be the practice to allow raw stable boys to ride in races, and that a large proportion of accidents is traceable to this practice.

THE CRISIS IN FORMOSA.

THE "ILTIS" IN ACTION.

THE "ARTHUR" FIRED ON.

GALLANT RELIEF OF TAI-PEH-FU.

(FROM OUR OWN CORRESPONDENT.)

TAMSUI, June 4th, 1895.

The latest news from all parts of the island shows that affairs are in a very chaotic condition. The air is full of all kinds of ghastly reports of rapine and cold-blooded murders. Since the Japanese landed at Keelung the republican Government seems to have collapsed like a house of cards, the chicken-hearted Governor being one of the first to seek refuge in flight. It seems sheer folly for the natives to have given in owing to the loss of a few hundred men only after such elaborate efforts have been made to defend the island. Hundreds of thousands of dollars have been spent here in men and arms during the last few months, and the Chinese in their blindness thought they could make a stand with mobs of untrained soldiers and with "Generals" as ignorant of modern warfare as the men they were suffered to lead.

The Japanese have taken Keelung, the great stronghold of Formosa, and from there they will be able to march on the Capital at their leisure. It seems they landed to the southward, near Coal Harbour, and attacked the forts in the rear. The Chinese soldiers, it is said, fought well, particularly the Cantonese, who were burning to get to the front, but they were utterly nonplussed at the Japanese mode of warfare and quickly became heart-broken and demoralised. The Jap with his dark uniform is invisible in the grass and scrub, and the smokeless powder which they use gives no warning of their whereabouts. The consequence was that John saw his comrades falling all round him, but didn't know where the bullets come from. He heard a noise like thunder, volley firing, and then the ground was quickly strewn with dead and dying men. It seemed to the onlookers like magic; there was no real war; no one in particular was fired at and yet the slaughter was terrible! Thus outgeneralled and nonplussed John sat down and sulkened—"its unfair; this belong dobbilo pidgin." Little wonder then, that he saw fit to divest himself of his gaudy coat, throw his ride away and transform himself into a common or garden coolie as soon as possible.

The Japanese in their attack on Keelung showed the same consideration for foreign interests as they have throughout the war, and the packing and loading stores at Tuatutia and Tamsui could, therefore, have gone on as usual had not the natives become scared.

Whilst the steamship *Formosa* and the Norwegian steamer *Bygdo* were lying off Tamsui bar on the 5th inst., the forts opened fire with their big guns on some officials and soldiers escaping in junks, but the shells went so wide of the mark and fell so close to the *Bygdo* that the Captain hove up and anchored some miles out to sea.

The *Arthur* (late *Cass*) which was to leave the previous evening with a crowd of refugees, among whom the Governor was said to be concealed, was stopped by the forts and to show that they meant what they said a shot was fired across her bows from a fort. Nearly all night the sound of rifle shots were heard along the river and later on the signal "Mutiny" was seen flying from the *Arthur*, but it appears to have been quelled quickly.

There is a great deal of fighting amongst the Chinese soldiers themselves, who come from all parts of China; recrimination and bickerings, one blaming the other, lack of commissariat facilities and want of leaders in whom the men have confidence, render the whole scheme of defence a sorry farce, which is alike a shame and a disgrace.

The Governor's Yamen has been looted and burnt besides many other buildings in Taipehfu, the capital. Several hundred thousand dollars worth of property has been wantonly destroyed and a reign of terror has set in.

LATER.

Several soldiers were killed on the *Arthur* by shots fired from the forts as she was leaving Tamsui. But for the protection afforded her by the *Iltis*, which fired into the forts, killing 13 men and thereby silencing their guns, the *Arthur* (a steamer flying the German flag) would have been sunk by some of the shells which ever and anon whizzed over the harbour and fell close to this, the Governor's transport.

FURTHER PARICULARS.

AMOY, June 7th.

Our Amoy correspondent reports:—

The *Arthur* followed the Douglas liner *Formosa*, Captain Hodgins, into this port. The former brought ten dead soldiers and a lot of wounded men, having been shelled by the Tamsui forts as she was attempting to leave the island with the Governor (Tang) and his body-guard of 1,500 men.

The crew are safe, but had a terrible experience, their cabins and the vessel's funnel being riddled with shot and shell!

The Japanese have landed at Fohai and are marching on the Tamsui forts. It is said they have "brought over" numbers of Chinese soldiers to act as their guides and also to entice their compatriots into ambush.

The *Formosa* reports the Foreign Community are all safe so far, and we trust to the little band of British and German troops to protect them until the Japanese get within striking distance of the mob now looting the capital.

THE "ILTIS" IN ACTION.

TAMSUI, June 7th.

The *Iltis* rendered excellent service by firing on the forts and killing thirteen men with her machine guns. If she had not done so the forts would have sunk the *Arthur*. After silencing the forts she accompanied the *Arthur* out over the bar and well out of range of the guns. The large fort was bought off with $5000—a cumshaw from the Governor!

THE RELIEF OF TAIPEH-FU.

Perhaps one of the most brave, most heroic, exploits of the whole campaign in Formosa was the relief of Taipehfu and the suburb of Tuatutia, where the foreigners carry on their tea business. It seems the Chinese soldiers who were beaten and driven out of Kelung fled to Tuatutia along the railway line, as that was the best road and they could, of course, march rapidly on it. Then as the garrison of Tuatutia was unable to control them they all joined in a general raid, looting, burning and murdering among the islanders and their own countrymen. Twenty thousand men smarting under defeat was an ugly crowd to have near Tuatutia, so it occured to the foreigners there that the sooner the Japs came in the better. A meeting was held and three young men, tea merchants, bravely agreed to set out for the Japanese lines through a country given up entirely to murder and rapine. They found the Japanese advance guard ten miles out on the Kelung road where they were waiting for re-inforcements. There were only 500 Japs there, weary and foot-sore with their long march, and not knowing whether their retreat would be cut off. But they held the village pluckily up to the time of the arrival of the foreigners (whose names, by the way, I have not yet obtained, but must do so) who begged them to advance on the capital at once, stated that all was in disorder, and their lives in danger and every hour precious. Having heard this news from a Corporal, the Colonel in charge called his officers together and held a council of war with the result that the gallant little band, only 500 strong, fell in and determined to relieve Tuatutia immediately. They soon reached Tuatutia and drove upwards of 20,000 ruffians out of the place in a twinkling, and two hours later had patrols out and the place perfectly tranquil. This was a courageous act, and it is to be hoped that the officers in charge and their men will be duly rewarded for their bravery and promptitude.

The foreigners here are most enthusiastic in their praise of the Japanese and say that they are fine fellows and full of "go."

When order was restored they said "you may now dismiss your foreign guards, who have done such good service in protecting the foreign property, for we will now look after everything."

This special mission of the three plucky tea-men hastened the occupation of Tuatutia by five days, saved many lives, and thousands of dollars worth of property.

The Chinese are now begging the Japanese to hurry up and occupy the other towns, where the lawless Chinese soldiers are raiding and ravishing; and at this writing already a good deal has been accomplished.

The forts at Tamsui did not fight the Japanese, and they are now garrisoned by Japanese marines from the fleet.

Three large Japanese troopships are quietly lying off the big fort, in company with the German man-of-war *Irene* and British cruiser *Rainbow*.

Everyone is now relieved at the Japs are in occupation and they feel very grateful to the invaders for making such short work of it. In the meantime the Chinese soldiers are being shipped off to the mainland as fast as they can be brought down to the ports and steamers found to take them away.

Not one life was lost among the foreign merchants or guards, and all danger to them is now over.

There is plenty of work for the Red Cross society here, and Dr. Angier has his hands full, extracting bullets, fixing up broken bones, etc.

I have no news from the centre of the Island as the wires have been cut.

I think the tea trade will be resumed in a few days.

THE NEED OF ALLIES.

Under the above heading the *Jiji Shimpo* strongly advises the Japanese Government to seek allies among the Great Powers of the world, so that Japan may always be prepared for any hostile combination organised against her, says the *Japan Mail* of the 31st May. In proportion, as her position is raised by the recent war with China, so must also increase the difficulties of effectively preserving her new prestige as the strongest State in the East. What is most urgently required, in the opinion of the *Jiji*, as, indeed, of every other leading Japanese journal, is the increase of her military power in general, and the augmentation of her Navy in particular. The greater part of the indemnity obtained from China must be appropriated for the construction of men-of-war. On this point we are told that there will be no dissentient voice in the whole nation. As to the foreign policy of the Empire, it would be Japan's wisest course were such a policy possible, to stand aloof from any diplomatic combination and endeavour to be the commanding Power in the East without assistance from other countries. Such, in fact, was the policy formerly advocated by the *Jiji*. But the force of circumstances has compelled our contemporary to acknowledge the impossibility of carrying out such a policy. It now says—"Now that the Powers of Europe have begun to pay vigilant attention to Eastern affairs, it must be expected that Japan's efforts to protect and further her prestige and interests may at any moment produce complications with not only one but even two or three of those Powers. In such an event it would be little short of madness for Japan to defy their combined forces without the assistance of any ally. Evidently the wisest course will be to confront combination by counter-combination. Some of our countrymen may be disposed to reject the idea of a foreign alliance as suggestive of an abject and craven spirit alien to the heart of the *samurai*. Such persons ought to recollect that not a country in the world is bold enough now-a-days to rely upon its own military strength alone for the maintenance of its independence. All the Powers vie with each other to increase their allies, for they know that it is dangerous to maintain a solitary position in the present state of civilisation. Diverse as are the particular foreign politics pursued by European countries, the ultimate object aimed at is in every instance to secure the friendship and alliance of as many States as possible. The conclusion of secret conventions for mutual assistance is thus one of the most common practices in the world of civilized diplomacy. . . . Hitherto her geographical position has enabled Japan to stand aloof from all diplomatic combinations with European Powers. But with the increase of direct contact with those countries, it cannot fail to become more and more necessary for her to have some allies. The statesmen responsible for the direction of the Empire's foreign policy ought therefore to study closely the condition of affairs abroad and to form a clear idea as to which nations may be counted as friends and which must be reckoned as enemies. It is already high time to take such precautionary measures so that there need be no confusion and consternation in case of emergency."

PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, June 1st.

THE REMOVAL OF LEGATION GUARDS

has at last been effected. The native troops had become more or less of a nuisance and an obstruction to the Legations. Peace having been obtained it is considered no longer necessary for the Chinese to protect the Legations, so the guards with their tents, spears and swords have disappeared.

THE WEST RIVER.

In the Japanese draft Article VI. six places are mentioned to be opened to trade. Peking stands first and Wuchow on the West River in Kuangsi is mentioned fifth in order. In the Chinese reply as published, in criticising Article VI. the Chinese Envoy simply says that his reply on the 1st and 2nd clauses containing these concessions is reserved. Nothing further has transpired so far as is yet made public, but in the Japanese reply to China's counter proposals, only four places are mentioned, Peking and Wuchow being left out without any reasons being assigned. Japan does not demur. We should like a little light thrown on this subject. Why were these two places expunged? Was it because they were valueless? Was it that China objected very strongly? Was there any *quid pro quo* given or promised? Was there any foreign Power bringing pressure to bear upon Japan to recede from her demands? Was Peking given up to the please the Dynasty? Japan was bent at one time upon entering the capital and dictating terms under its walls in order to prove the prowess and strength of the island Empire. Who is it that has sought and succeeded in gaining a certain degree of "face" for China? And who is it that has prevented the opening up of the West River? For years British merchants and the Hongkong Chamber of Commerce have been memorialising the British Minister and Government to have the West River open. Here was a splendid opportunity, of which Japan took advantage, not for her benefit alone, but for the advantage of the whole world. Who is it that has dashed the cup from her lips? Who has given this slap in the face to the British Government? This is perhaps the most humiliating act connected with the whole war as far as Great Britain is concerned. Will Great Britain submit to be thus set aside and treated as a *quantité négligeable*? Nothing in the way of capacity and action is to be expected from the present Liberal Government. It is to be hoped that the foreign representatives are not going to continue these endless and fruitless discussions with the powerless circumlocution, registration and obstructive office, yclept the Tsung-li Yamên, whose members, when the fate of their country is hanging in the balances, can laugh, smoke their long pipes, and talk of nothing but puerilities.

THE INDEMNITY,

it is said, is to be divided among the three Powers. Germany will take one hundred million taels and Russia and France each a quarter of the remaining half. The Chinese cannot refuse the Powers and they are desirous also of giving a portion to Great Britain and the United States and, of course, also to the Customs

Sir Robert Hart has financed for them before and they would naturally wish to see the whole question placed in his able hands. He is by far the best able to manage this question both in the interests of China and the bondholders. The Customs is and must ever remain China's one and safest security, and no doubt the Inspector-General is able to provide the financiers of Europe with the necessary guarantees. Nothing would give us greater satisfaction than to see the loan thus carried out. But the present situation perhaps forbids it. The cession of Liaotung was secured by the Powers and this act demands acknowledgment. The amount of Japan's indemnity was to have been increased for the retrocession of the Peninsula by another hundred millions, it was said. This figure was reduced by Japan to fifty millions and the Chinese are said to have offered thirty millions, but through the kind offices of a friendly Power it was reported that Japan forbore to increase the amount. We're not quite clear on this point. Russia, the Power most likely to question, and on the same grounds most probably has, it is rumoured, demanded the expenses from Japan of her mobilisation. Japan will doubtless pay this amount whatever it is out of the Chinese indemnity. Russia is anxious that China should pay the indemnity to Japan in full forthwith and hence the *raison d'être*, as it were, of the Powers demanding the negotiation of the loan. Japan naturally will not withdraw from Liaotung until the indemnity is paid after six years' occupation, and in the interim we do not know what may happen. We have heard of numerous proposals for negotiating the loan from representatives of various nationalities. We refrain from quoting figures at present.

FURTHER TROUBLES

are apparent on the Chinese horizon. The Three Powers, it is said, have demanded to have the negotiating of the indemnity. They insist, it is said, upon securing the Customs revenue as a guarantee for thirty years. Russia is anxious that the full indemnity should be paid forthwith to Japan, as it is feared her occupation of Liao-tung for six years might render it difficult or impossible for her to withdraw. The Chinese cannot well afford to be altogether indifferent to the claim of these friends. They would, of course, rather not sell themselves to any Power but trust implicitly to their own already well-tried Inspector-General of Customs to finance the question. But they have not the "face" to refuse Powers who have done apparently so much for them (selves) They would like to keep their right arms, as they express it, to themselves. They have, however, spoken to the Emperor of the great deeds done to China by their interference and, Chinese-like, are afraid to hint to his Majesty their own fears of possible complications present or prospective. They have been China's friends while "perfidious Albion" has done just nothing at all. Well might the Viceroy ask a certain British naval officer, who called upon His Excellency to pay his respects, "What has England done for China? Why did England stop Chinese cruisers on account of the war and allow a Japanese cruiser to pass?" The latter, it will be remembered, was detained at Aden, the British crew was ordered ashore, and the vessel allowed to resume her voyage only on the explicit understanding that she was not to engage in the present war. She had left the British shores before war was declared. How and why has the Viceroy got matters so mixed? How and why was he treated at Chefoo to disparaging remarks about the incapacity of Great Britain to build war vessels? He fortunately visited the *Centurion* afterwards and had his eyes opened.

A MEETING

at the Tsungli Yamên was arranged for the 20th. One of the Princes along with the Minister was there. France, it is said, has presented eight demands most probably relating to frontier questions which they were now met to discuss and, if possible, arrange. Some years ago your correspondent remembers one of Gordon's men coming to Peking to claim compensation for his services and injuries received in the battles which he fought—of which he had a long list—against the Taipings. He brought his case before the then British Minister, who duly laid it before the Tsungli Yamên. I forget now whether or not he ever received a tael, but most probably he got nothing. One most convincing proof of the truth of his allegations was unmistakeable. He bore not only the marks of the wounds on his person but he actually had a breast pin of head and cross bones made out of his own skull—a most deathly ornament. These were certainly tangible proofs of fighting and solution of continuity in his muscular and osseous tissue which could not be denied and his note book contained the list of his engagements with their dates written in his own blood. This was not mere empty inglorious "boeing."

SIR NICHOLAS O'CONOR.

We understand the British Minister has been the recipient of a K.C.B.-ship, on the occasion of the distribution of the Birthday Honours. This honour is well merited. The Minister is a hard-working official and he has certainly well deserved the honour now conferred upon him by his Sovereign. He has worked night and day for the interest of his country and China, for it so happens that what is for the benefit of the one is equally for the benefit of the other, although in all cases China may not have seen it. The Minister has not succeeded in all his plans nor to the extent, perhaps, his nationals could have desired. The Home Government must be held entirely responsible for the attitude assumed in the Far East. They occupy a higher platform and have the world-wide interests of the empire to consider and not one spot only. The future will declare whether their present action or rather inaction is wise. For the present Great Britain seems to have taken a back seat. All the same we cannot withhold our congratulations to Sir Nicholas upon the receipt of this richly deserved token of royal approval of the policy which he has pursued through the difficult and perilous intricacies of the late war. In this connection we would also mark with pleasure the honour which has been conferred by the Russian Government upon its able and devoted servant Count Cassini, who has received one of the highest, if not the highest Order, his august sovereign can bestow, viz., the decoration of St. Vladimir.—*N. C. Daily News.*

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Saghalien*) 12th inst.
Australian (*Changsha*) 13th inst.
English (*Khediva*) 16th inst.
Indian (*Kutsang*) 13th inst.
Canadian (*Empress of India*) 19th inst.
American (*City of Pekin*) 21st inst.

* * *

THE P. & O. S. N. Co.'s steamship *Khediva*, with the next English mail, left Singapore for this port on the 10th inst. at 4 p.m., and is expected here about 8 a.m. on the 16th inst.

* * *

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria*, which left Tacoma on Saturday, the 8th inst. for Hongkong, *via* Japan.

* * *

THE P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki, on the 4th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Pakshan	steamer	from	Saigon.
Namyang	"	"	Singapore.
Melbourne	"	"	Shanghai.
Namoa	"	"	Coast Ports.
Bonnington	"	"	Chinkiang.
Lyeemoon	"	"	Canton.
Evandale	"	"	Canton.

Aggregating 9,668 tons register.

DEPARTURES.

Namyang	steamer	for	Shanghai.
Hongkong	"	"	Hoihow.
Lightning	"	"	Singapore.
Ghazee	"	"	Shanghai, etc.
Choysang	"	"	Canton.
Fuskun	"	"	Canton.
Bonnington	"	"	Canton.
Tritos	"	"	Canton.

Aggregating 10,978 tons register.

* * *

The British steamship *Namyong* left Singapore on the 4th instant, and had light and variable winds and fine weather to Cape Padaran; thence to port had fresh north-east winds and light swell. Two Chinese passengers died on board during the voyage from general debility and were buried at sea.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Reina Cristina (cruiser)	in	Kowloon	Dock.
H.M.S. Linnet	"	"	"
P. C. C. Klao	"	"	"

The German steamer *Tritos*, Captain P. Cornelsen, which was in serious collision with the Indo-China Co.'s steamer *Fookseng*, Capt. Wilde, at Chinkiang recently, left here for Canton to-day, and on her return from the "City of Rams" will be docked at Kowloon.

* * *

The China Mutual S. N. Co. are reported by our Shanghai morning contemporary to be trying an experiment with Chinese sailors for their vessels, and are sending on to London by the *Pingsuey* and *Oanfa* twenty-four deck hands who will man these two vessels on their return voyages to China.

* * *

The steamers *Orthis* and the *Freiburg*, 1,900 and 1,200 tons respectively, have been chartered by the Canadian Pacific Steamship Company to convey tea from Japan to Vancouver. It is expected, says a Kobe paper, that at least another vessel will also be chartered this season for the same purpose.

* * *

The North German Lloyd and Hamburg-American steamers for which the German Admiralty has contracted as auxiliary cruisers in case of war are the *Aller, Saale, Trave, Lahn, Havel, Spree, Fuerst Bismarck, Augusta, Victoria, Normannia* and *Columbia*. Each is to carry eight guns of 15 centimetres, four guns of 12½ centimetres, for quick-fire, and fourteen revolving guns. A merchant vessel with this armament will be tested at the naval manœuvres off Stettin and Swinemunde.

* * *

The China Mutual S. N. Co.'s steamer *Pingsuey*, Capt. D. Davies, in charge of Mr. Pilot Mobsby, left Hankow at 2 30 a.m. on Sunday, the 2nd inst., with the first direct cargo of new teas for the London market, and arrived at Woosung at 4 15 p.m. on the 3rd, where she completed her loading and sailed at 9 p.m. for London direct. She took in 4,100 tons of tea at Hankow at a freight of 70*s.* per ton. She made the passage from Hankow to Woosung in 34 hours, 45 minutes, which was quite equal to several of the passages made by the famous ocean greyhound *Moyune* in recent seasons.

* * *

NOTICES TO MARINERS.

The following *Notices* were published in the *Government Gazette* on the 8th instant:—

"CENTURION," at Nagasaki,
22nd May, 1895.

Hydrographical Memorandum No. 46.

The following information has been received from the Master of the s.s. *Pekin*:—

(*Malacca Straits.*)

Soundings of 8 and 8½ fms. (Sand and shells) obtained in Lat. 3 deg. 2 min. N, Long. 100 deg. 41 min. E, by s.s. *Pekin*.

Charts 708 (δ) 794 (δ).

INFORMATION FROM COAST INSPECTOR AT SHANGHAI.

(*Shanghai*)

Feima Channel reported unsafe.

Chart 1601. S.D. Vol. III., P. 481.

INFORMATION FROM H.M.S. *Edgar*.

(*Newchwang Liau River.*)

The Spar Buoy to mark the position of the Black Entrance Buoy for 1895 has been shifted SSE ¼ E 6 cables, and is now in line with the Black and Red Buoys next to it.

Chart 2894 S.D. Vol. IV. P. 651.

INFORMATION FROM H.M.S. *Mercury*.

(*Pulo Kokob.*)

Western extremity is in Lat. 1 deg. 19 min. 30 sec. N Long. 103 deg. 25 min. E or 1¾ miles to the eastward of the positions shown in chart 1355, chart 2403 being correct.

(*Pulo Pisang.*)

Lat. 1 deg. 27 min. N Long. 103 deg. 15 min. E. The Lighthouse is 520 feet above sea level, not 325 as shown in chart 1355.

S.D. Vol. I., 98. Light list P. V. page 68.

E. R. FREMANTLE,
Vice-Admiral.

* * *

HIESHAN ISLANDS—NINGPO DISTRICT.

Pei-yu-shan Lighthouse. The Light on Pei-yu-shan was exhibited for the first time at sunset on the 28th instant.

The illuminating apparatus is Revolving Dioptric, Hyper-radial, showing double *white* flashes at intervals of half a minute, thus:—

Flash	1½ seconds.
Eclipse	5 "
Flash	1½ "
Eclipse	22 "

The Light-tower stands a little to the north-westward of the face of the remarkable cliff which forms the south-eastern extreme of Pei-yü-shan—marked on the British Admiralty Chart No. 1,759 as Shabo Island,—and the Light, which is elevated 345 feet above the level of the sea, should be visible in clear weather at a distance of 26 nautical miles in all directions where it is not obscured by outlying islands.

The obscuration caused by Nan-yü-shan (Saddle Island) is, approximately, between the bearings N. 42 deg. 16 min. E. and N. 55 deg. 16 min. E., but near its extreme range the Light will show between the two peaks of Nan-yü-shan when it bears between N. 46 deg. 13 min. E. and N. 50 deg. 3 min. E.

The bearings are magnetic and from seaward.

The tower is round, of iron, 25 feet high, with a total height from base to the lantern vane of 55½ feet.

The tower, dwellings and boundary wall are painted *white*. Approximate position:—

Latitude ..... 28° 53' 15" N.
Longitude ..... 122° 14' 40" E.

By Order of the Inspector General of Customs,

A. M. BIEBER,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 30th May, 1895.

THE LATE MR. TSENG LAISUN.

Mr. Tseng Laisun, whose death is announced in another column, was born sixty-nine years ago, and at fifteen years of age went to the United States to study. He subsequently entered the class of '47 in Hamilton College, Clinton, State of New York. Upon returning to China, Mr. Laisun joined the missionaries at Canton, assisting Dr. Chalmers in his mission work, but he did not stay there long, as shortly afterwards he entered into business with the firm of Bower, Hanbury and Co. (now Iveson and Co., of Shanghai). There he made a firm friend of Mr. Thomas Hanbury, who retired with a fortune a few years ago. Subsequently Mr. Tseng Laisun entered into partnership with Mr. E. E. Clapp of the firm of Clapp and Co., but business failing, the late Secretary renounced this line of life and entered on an official career, joining the late Viceroy Tso Tsung-t'ang at Foochow as Instructor and Superintendent of the Foochow Naval School. In 1872 Mr. Laisun took charge of the first batch of Chinese students sent to the United States, but returned to China in 1874 joining the service of the Viceroy Li Hung-chang, with whom he remained up to the day of his death. Mr. Laisun was the Viceroy's Chief Secretary during the negotiation of the Chefoo Convention of 1876, which was the outcome of the cowardly murder of the late Mr. Margary in Yünnan, and has assisted at nearly every important transaction with foreign Powers with which the Viceroy Li has been concerned for the past twenty years. He was, according to the *North China Daily News*, to have joined the Viceroy on his recent mission to Japan, but this eminent statesman told Mr. Laisun to remain at Tientsin to assist the Acting Viceroy, Wang, saying to him:—"You are old and so am I; but I have to go because there is no help for it. Hence you are excused." The late Mr. Tseng Laisun leaves a widow, two sons, and two daughters; the eldest being Mrs. N. P. Andersen, of Shanghai, and the second Mrs. W. Buchanan, who is also a widow. One of Mr. Laisun's sons, Tseng by name, was a member of the reportorial staff of the *Hongkong Telegraph* from July, 1889, to January, 1890.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, June 11th.

Mr. G. H. Potts reports as follows:—

I have to report a very quiet market during the week and although several stocks have changed hands, it has been only in small quantities, prices have, however, been fairly well maintained. Dakin, Cruickshank & Co., Ld., have advertised their yearly meeting for the 15th June and the Hongkong Electic Co., Ld., for the 22nd June.

BANKS.—Hongkong and Shanghai Banks remain quiet with small sales at 176 per cent. premium. The London quotation is unchanged. Nationals have dropped to $27 and are in the market at the rate.

MARINE INSURANCES.—Union Insurance Society of Canton shares have been sold at $163 and $162½ and more are obtainable. China Traders are again enquired for at $66½ and a few have been done at the rate. Yangtzees are wanted at $93. Cantons have been placed at $162½ and Straits are enquired for at $18

FIRE INSURANCES.—Hongkong Fires and China Fires are in the market at $198 and $84 respectively.

SHIPPING.—Hongkong, Canton and Macao Steamboats have been sold at $32½ and $32 and more are obtainable at the latter rate. China and Manilas have been fixed at $52½ and are now wanted at $53. Indo-Chinas after being sold at $53 are again enquired for at the same price. Douglas Steamships have been sold at $50½.

REFINERIES.—A small lot of China Sugars have been placed at $110, but the market is again weaker with sellers at $108. Lusons are obtainable at $45.

MINING.—Punjoms have dropped to $5.75 owing to the poor result of the Cyanide process. The following telegrams received from the Mine state "During the month of May the mill ran for 27 days crushing 780 tons of ore and 410 tons of peadings yielding 45 ounces of gold respectively;" and—"Cyanide clean up wretchedly poor; treated 128 tons of tailings yielding 6 ounces of gold. Cannot explain by telegraph, will write fully." Charbonnages have continued in demand and a fair number have changed hands at $115. New Balmorals have been fixed at $5.30 and Jelebus have been placed at $38.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have ruled firm at 100 per cent. premium with a fair amount of business at the rate and Kowloon Wharf shares have found ready buyers at $41½.

LANDS, HOTELS & BUILDINGS.—A sale of Hongkong Lands is reported at $60, but shares are obtainable at $59½. Kowloon Lands have been fixed at $11.

MISCELLANEOUS.—Green Island Cements continue in demand and sales at $98 have been effected. A. S. Watsons have been placed at $8¾ and are fairly firm at the rate. Hongkong Electrics have dropped to $4.90 on the strength of there being no dividend declared. Hongkong Ices have been sold at $71 and Tramways have been placed at $78.

SHANGHAI SHARE MARKET.

THE following *résumé* of share transactions at Shanghai is from Mr. John A. Sullivan's weekly report published on the 7th instant:—

This week there has been a miscellaneous business done and for most of the stocks dealt in an improvement in quotations has to be noticed.

BANKS.—Hongkong and Shanghai Bank shares have been placed at 180 per cent. and for delivery 31st August two transactions at 10 per cent. have been made public. National Banks are weaker at the close and shares can be obtained at $30, if not cheaper.

INSURANCE.—Fire—Hongkongs were imported yesterday from Hongkong at $19½, but in Chinas there has been no business done.—Marine.—North-Chinas are reported sold at Tls. 195, and shares are offering. Cantons have been sent South at $162½ Ex. 71½; Unions have been placed locally at $162½, and in Straits business has been done at $18. Several lots of Yangtzes shares have found purchasers at $92½ and are wanted.

WHARVES.—A few Shanghai and Hongkew Wharf shares have changed hands at Tls. 207½, and in Birt's business has been announced at Tls. 50 and more shares are in request at the quotation. Kowloons have been sold locally at $39½ and from Hongkong at $40 to $40½. Shares are wanted at closing rates.

SHIPPING.—Shanghai Tug Boat shares have changed hands at Tls. 130, cum the interim dividend of Tls. 5 advertised payable 11th inst. A very considerable quantity of Indo-China shares have changed hands at Tls. 40 cash, Tls. 41 and Tls. 42 for the end of the month, and Tls. 42 and Tls. 43 for clearance 31st July, cum the declared dividend of 8 per cent. Macaos have been neglected.

DOCKS.—Rumours of a good year's work has caused a demand for both Boyd's and Farnham's. The former stock has been enquired for at Tls. 155, but without inducing business and in the latter shares have been sold at Tls. 140, Tls. 142½ and Tls. 145.

CARGO BOATS.—A small quantity of Shanghais and Co-operatives changed hands respectively at Tls. 147½ and Tls. 130.

MINING.—Stocks under this heading have not been equired for, with the exception of *Rawis*, which have been sold to-day at $4½.

MISCELLANEOUS.—In consequence of the recent butchers' strike, an enterprising company, under the style of the Foreign Butchery, Ltd., has issued a prospectus. The capital of the Company is $50,000 of which $35,000 is offered to the public for subscription, and applications for shares must be made before noon to-morrow. In other stocks business has been done in Waterworks at Tls. 175, in Perak Sugar at Tls. 20, and Lands fully paid up, at Tls. 57 and for ordinary shares at Tls. 37. In Tobaccos a further rise in the values of both stocks has been established this week, business having been reported in Sumatras at various rates from Tls. 535 and Tls. 550 cash, for delivery 31st August at Tls. 580, and for clearance 30th September at Tls. 600; while for Lankats Tls. 115, Tls. 117½, Tls. 120 and to-day Tls. 122½ cash, has been paid; and for delivery the end of the month at Tls. 125. Ice shares have been sold at Tls. 117½, and in Bell's Asbestos business has been reported at $9½.

LOANS.—Chinese Bonds, 1886 E, have changed ownership at Tls. 251½ plus accrued interest, and in Land Investment 6 per cent. debentures, a small transaction is reported at par.

SHANGHAI FREIGHT MARKET.

Messrs. Wheelock & Co.'s report, under date Shanghai, 7th June, as follows:—

Our freight market presents quite a lively aspect, compared with the recent dull state of business, and there is a strong enquiry for tonnage for New York. Trans-Pacific rates have dropped to the very low figure 1¾ cents for tea, and shippers have readily availed themselves of the opportunity offered. The quotation 65*s.* from here to New York *via* Suez was but short-lived, little if any tea being procurable at this price, and the rate is now back to 55*s.* with an additional 5*s.* for river freight from Hankow, at which rate the next steamer to take the berth has secured a very fair amount of tea. Rates for general cargo remain unchanged.

From Hankow for London.—The *Pingsuey* arrived at Woosung from Hankow on 3rd inst. with almost a full cargo of tea at 70*s.*, and after waiting only a few hours to take on board a small quantity of local cargo, proceeded to sea the same evening. There is no other vessel loading for London. The first steamer from Hankow last season arrived at Woosung on the 29th May.

For London *viâ* Suez.—There are five steamers advertised to load, exclusive of mail steamers, viz:—*Java* and *Ulysses*, to sail about 15th inst., *Polyphemus* 19th inst., and *Chingwo* and *Beulomond*, shortly due from Japan, to meet with quick despatch.

For New York direct *via* Suez.—The *Macduff* left on 29th ult. with all her allotted space for this port fully taken up, and we have had no steamer here since. The *Glenogle*, the first to take the new teas, is due here about the 12th inst. and will sail, bar accidents, on the 15th. She may now be called a full ship, all her capacity being applied for at the undermentioned rates, and it looks as though a quantity of general cargo will have to wait for the following steamer, the *Merionethshire*, or go forward *via* London. The "Shire" is due here immediately on the departure of the *Glenogle*.

For New York *viâ* Cape.—The *Challenger* sailed on 23rd ult. and the *Santa Clara* on the 5th inst. both with very good support from here, leaving the *Belmont*, now ready to load, and expected to sail towards the end of this month. The *Drumelton*, having repaired her damages occasioned by her going ashore last year near Nagasaki, will take the berth for New York direct about the middle of this month at current rate.

For Genoa and Marseilles.—The *Murex*, as previously stated, will load for this direction, her rate for general cargo being 35*s.* for 40 cubic feet and 45*s.* for 20 cwt. The undernoted quotations for these ports are those in force by conference steamers.

Departures:—

For London *via* Suez.—*Hector via* Amoy 26th ulto., *Formosa* 29th ulto., *Priam via* Foochow 29th ulto., *Glengyle via* Foochow 30th ulto., *Pingsuey* 3rd inst., *Benlarig via* Foochow 5th inst., *Achilles via* Foochow 5th inst.

For New York *via* Suez.—*Macduff* 29th ulto.

For New York *via* Cape.—*Challenger via* Hongkong 23rd ulto., *Santa Clara via* Hongkong 5th inst.

Rates of Freight are:—From Shanghai to London by conference lines, general cargo 40*s.* w. silk 40*s.* tea 55*s.* Northern Cont. Ports by conference lines general cargo 42*s.* 6*d.* w. silk 45*s.* tea 55*s.* New York by conference lines, general cargo 50*s.* tea 55*s.* Boston by conference lines, general cargo 52*s.* 6*d.* Philadelphia by conference lines, general cargo 60*s.* London by shell line general cargo 40*s.* less 10 per cent. Hamburg by shell line general cargo 35*s.* net. New York by shell line general cargo 44*s.* net. Philadelphia by shell line general cargo 50*s.* net. Havre direct general cargo 37*s.* 6*d.* net. Genoa tallow 35*s.* general cargo 40*s.* net. Marseilles tallow 35*s.* general cargo 37*s.* 6*d.* net. 45*s.* per ton of 20 cwt. for above three ports. New York by sail 25*s.* Coast Rates are:—Chinkiang to Whampoa $0.20 cands. regular lines, no demand for outsiders. Moji to Shanghai $2.15 per ton coal. Nagasaki to Shanghai $1.90 per ton coal.

DAKIN, CRUICKSHANK AND COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the fourth ordinary general meeting to be held at the Hongkong Hotel, on Saturday, the 15th instant:—

The directors beg to submit to the shareholders a statement of accounts showing the results of the Company's working for the year ending 31st December, 1894. The net profit for the year amounts to $1,186.95, from which has to be taken the auditor's fee, $150.00; the balance $1,036.95 has been deducted from last year's debit, which now stands at $14,774.83. Mr. T. G. Joy, whose agreement expired on the 9th April, having other engagements, now resigns and hands over charge to Mr. W. Hughes, who has been appointed as Acting Manager.

DIRECTORS.

Messrs. Bain and Andrew offer themselves for re-election, but a new director will have to be appointed in the place of Mr. Fenwick, who now retires.

AUDITOR.

The accounts have been audited by Mr. W.H. Gaskell, who offers himself for re-election.

GEO. FENWICK,
Chairman of the Board of Directors.

Hongkong, 7th June, 1895.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of *Consumption, Bronchitis and General Debility*, than any other remedy known to medical science. Read the following:—"I have prescribed 'Scott's Emulsion' and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne."—MARTIN MILES, M.D., &c., Shrewsbury, Bucks.—(*Adv.*)

Intimations.

SUMMER REQUISITES.

CITRATE MAGNESIA SEIDLITZ POWDER.
ENOS' FRUIT SALT.
RASPBERRY CITRATE. WATKINS' SALINE.
FRUIT SYRUPS.
LIME FRUIT JUICE. LIME FRUIT CORDIAL.
FRUIT TABLETS.
PERFUMERY. DISINFECTANTS.
SPONGES.
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS & CO.,
51] APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Hotels.

RAFFLES HOTEL, SINGAPORE.

PATRONIZED by ROYALTY, NOBILITY and DISTINGUISHED PERSONAGES, including:—
H. R. H. Prince Damrong.
H. R. H. Prince Sevasti.
His Grace The Duke of Newcastle.
The Right Hon'ble The Earl of Dysart.
Lord and Lady Brayc.
Lord Dormer.
Lord Cecil.
Lord Valletort.
Major-General Sir Henry Collett, K.C.B.
Sir Francis Boileau, Bart.
Sir John James William Henry Spencer.
Sir Edmond Hill.
Brigadier General Gossit, C.B.
Baron Herman.
Baron Wendelstradt.
Baron Busslar.
Sir Somers Vine.
Count S. Tellike.
Count Spee.
The Late Sir Elliott Bovill, Chief Justice, S. S.
The Hon'ble Lionel Cox, Chief Justice, S. S.
Major-General Sir Charles Warren, G.C.M.G., K.C.B., R.E.
Major-General Molyneux.
His Excellency Major-General Vaughan Jones, Commanding the Troops, S. S.
Officers of H. M Army and Navy.

This FIRST-CLASS HOTEL, which has just been enlarged by 30 additional suites, is facing and commanding an extensive View of the Harbour, close to the Public Offices, Mercantile Quarters and the Esplanade.

Suites consisting of SITTING-ROOM, BEDROOM, DRESSING-ROOM with PRIVATE BATH-ROOM attached.

No expense has been spared by us to meet the requirements and demands of the Public and every comfort is guaranteed.

There is a LADIES WAITING and DRESSING-ROOM, fitted with all requisites.

BRANCHES:—
RAFFLES TIFFIN & BILLIARD ROOMS,—Singapore.
EASTERN & ORIENTAL HOTEL.—Penang.
SEA VIEW HOTEL.—Penang.
SARKIES BROTHERS, Proprietors.

Singapore, 1st January, 1895. [55

WINDSOR HOTEL, *HONGKONG.*

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [420

THOMAS' GRILL ROOMS, *No. 2, QUEEN'S ROAD CENTRAL.*

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [581

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, 16th March, 1895. [26

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.
TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
95] Proprietor.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG.
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [723

For Sale.

NOTICE.

THE Undersigned has been Appointed SOLE AGENT for WOOD & CO.'S well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.

Hongkong, 20th April, 1895. [506

THE FREDERICKSBURG BREWERY Co.'s LIGHT PALE ALE,

Unsurpassed in quality
and highly recommended
by persons of
Refined taste.
akes a delicious and
comforting drink
during Summer Months.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.

Hongkong, 5th March, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road,
Hongkong, 24th August, 1894. [

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, 3rd January 1895 [

TO SHIPMASTERS.
STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.

Hongkong, 17th November, 1894. [

To be Let.

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
HOUSES in RIPON TERRACE.
DES VŒUX VILLAS at THE PEAK.
FLOORS in BLUE BUILDINGS.
OFFICES:—
FIRST FLOOR No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WISE & Co.
GODOWNS:—
No. 7A, PRAYA CENTRAL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 10th June, 1895 [

TO LET.

THE eight roomed HOUSE, No. 27, CAINE ROAD, occupation from FIRST SEPTEMBER next.
NO. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 1st June, 1895. [786

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank,—180 per cent' premium, sellers.
The National Bank of China, Ld.—o £8.o.o. paid up,—$28, sellers.
The National Bank of China, Ld.—Founders, shares, nominal.
The Bank of China, Japan & the Straits, Ld.—nominal.
The Bank of China, Japan & the Straits, Ld.—Founders' shares—nominal.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$162½ per share, sellers.
China Traders' Insurance Company—$66½ per share, buyers.
North China Insurance—Tls. 190 per share, sellers.
Canton Insurance Company, Limited—$162½ per share, sales and buyers.
Yangtsze Insurance Association—$93 buyers.
On Yat Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ld.—$18 per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$198 per share, sellers.
China Fire Insurance Company—$86 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$32 per share, sales.
China and Manila Steam Ship Company—$52½, buyers.
Indo-China Steam Navigation Company, Limited—$53, buyers.
Douglas Steamship Company—$51, sellers.
China Mutual Shippers Co., Ld.—(Preference)—£7 per share, buyers.
China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, buyers.

REFINERIES.

China Sugar Refining Company, Limited—$106 per share, buyers.
Luzon Sugar Refining Company, Limited—$45, sellers.

MINING.

Punjom Mining Co.—(Ordinary)—$5.75 per share, sales and sellers.
Punjom Mining Co.—(Preference)—$1.80 per share, sellers.
The Raub Gold Mining Co., Limited—$4.30 per share, sellers.
The New Balmoral Gold Mining Co., Limited—$5.30 per share, buyers.
Société Française des Charbonnages du Tonkin—$115 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$3.90, sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—100 per cent. premium, sal sand buyers.
Geo. Fenwick & Co., Limited—$16 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$41½ per share, sellers.
Wanchai Warehouse Co., Ld.—$37½ per share, buyers.

HOTELS.

Hongkong Hotel Company—$8 per share, sellers.
The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land and Building Co., Limited—$11 per share, buyers.
The Hongkong Land Investment Co., Limited—$59½, sellers.
The West Point Buildings Co., Limited—$18½ per share, buyers.
Humphreys' Estate and Finance Co., Ld.—$10 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$9½, sales and buyers.
Dakin, Cruickshank & Co., Limited—$1 per share, sellers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$8 per share, sellers.
H. G. Brown & Co., Limited—$4½ per share, sellers.
Hongkong Rope Manufacturing Company, Limited—$122 per share, buyers.
Hongkong Gas Company—$125 per share, buyers.
Hongkong Ice Company—$78 per share, buyers.
Hongkong and China Bakery Company, Limited—$30 per share, buyers.
The Hongkong Brick and Cement Co., Limited—$8 per share buyers.
The Green Island Cement Co.—$93, buyers.
The Hongkong Electric Light Co., Limited—$4.90, sellers.
The Hongkong High-Level Tramway Co., Limited—$70, buyers.
Campbell, Moore & Co., Ld.—$3 per share buyers.
Bell's Asbestos Eastern Agency, Limited—£1 shares; 15s. paid; $10, buyers.

G. H. POTTS (Share Broker),
Telegraphic Address—"Rialto"

EXCHANGE.

On London,	Telegraphic Transfer	2/1⅞
"	Bank Bills, on demand	2/1⅞
"	4 months' sight	2/2
"	Credits, 4 months' sight	2/2½
"	D'ments, 4 months' sight	2/2⅝
On Paris,	Bank Bills, on demand	2.70
"	Credits, 4 months' sight	2.76
On New York,	Bank Bills, on demand	52½
"	Credits, 30 days' sight	53½
On India,	Telegraphic Transfer	193½
"	On demand	194
On Shanghai,	Telegraphic Transfer	72
"	Private, 30 days' sight	73
On Yokohama, T.T.		par.
On Singapore, T.T.		½ per cent. premium
Sovereigns, Bank's Buying Rate		$9.15
Silver, per ounce		30½
Gold Leaf 100 touch, per tael		47.00
" " 99½ " "		47.60

OPIUM QUOTATIONS.

Hongkong, 11th June.

New Patna, cash ..... $770 per chest.
New Benares, cash ..... 765 "
New Malwa credit ..... 690 per picul.
(*Allowance, taels* 32.)
Old Malwa, credit ..... 720 to 730 "
(*Allowance, taels* 8 to 16.)
Persian, Oliv. cash ..... 700 to 720 per picul.
(*Allowance taels* 16 to 32.)
Persian, paper tied ..... 780 to 820 "
(*Allowance, taels* 16).

VISITORS AT THE WINDSOR HOTEL.

Mr. G. W. Allen.
Mr. A. L. Bagnall.
Mr. H. Bandmann.
Mr. & Mrs. W. G. Carey.
Miss Cynthia Carey.
Miss Dot Carey.
Mr. Lester Carey.
Mrs. Dassing.
Miss Dassing.
Miss G. Dassing.
Master Dassing.
Mr. F. Ezekiel.
Mr. J. B. Farrell.
Mr. J. McKintosh.
Mr. A. Levy.
Mr. T. L. Loveland.
Mr. and Mrs. Marty.
Mr. Ernst Mirow.
Mr. D. D. Moore.
Mrs. Moore, child and nurse.
Mr. J. Preisig.
Mr. C. Rombach.
Mr. D. C. Smith.
Mr. C. Thiel.
Mr. Thorensen.
Mrs. Way.
Mr. W. Wheeler.
Master A. Yangbiet.
Master C. Yangbiet.
Miss W. Yangbiet.

VISITORS AT THE HONGKONG HOTEL.

Mr. R. D. Bradley.
Mr. W. J. Cahver.
Mr. A. Chaunier.
Mr. L. Dantalis.
Mr. A. Delpon.
Mr. W. A. Duff.
Mr. J. C. Grubbe.
Mr. C. H. Harris.
Mr. O. Herbst.
Mr. I. J. Hoar.
Mr. R. M. Hobson.
Mr. L. Judail.
Mr. J. Kirkwood.
Mr. J. Kinghorn.
Mr. G. Madge.
Mr. T. Mitchell.
Mr. M. A. Mosle.
Capt. & Mrs. Palmer.
Mr. W. Parfitt.
Mr. O. Stewart.
Mr. & Mrs. J. P. Thomas and child.
Mr. W. Thompson.
Mr. H. Ziegler.

VISITORS AT THE MOUNT AUSTIN HOTEL.

Mr. and Mrs. Arthur Anderson.
Mr. F. H. Armstrong.
Mr. Ashton.
Mr. H. Boetel.
Major & Mrs. Garnett-Botfield, R.A.
Mr. A. W. Brewin.
Mr. Hart-Buck.
Dr. & Mrs. J. Cantlie and child.
Mr. & Mrs. C. Cohen.
Mr. J. B. Coughtrie.
Mr. W. E. Crow.
Mr. Henry Crawford.
Dr. R. Eiswaldt.
Mrs. Eiswaldt and children.
Middle Galfré.
Mr. W. D. Graham.
Mr. Howard.
Mr. Inchbald.
Mr. R. S. Judah.
Mr. C. V. Ladds.
Mrs. D. R. Law.
Mr. and Mrs. Macbean, children and nurse.
Mr. C. Malsch.
Mr. & Mrs. E. McLeod.
Mr. D. McNeill.
Mr. H. F. Meyerink.
Mr. Palmer.
Mr. Rhoden.
Mr. & Mrs. Richardson and child.
Mr. H. E. Tomkins.
Mr. W. Von Uffel.

VISITORS AT THE PEAK HOTEL.

Mr. J. W. Bolles.
Dr. F. H. Bowers.
Mr. J. G. Buckle.
Miss Coe.
Mr. R. P. Dipple.
Mr. Droeze.
Mr. Geo. Fenwick.
Mr. & Mrs. A. Findlay-Smith and family.
Mr. W. S. Harrison.
Mr. & Mrs. G. Holmes.
Mr. W. U. Jeffries.
Mr. F. D. Maclean.
Mr. Hugh McCallum.
Major and Mrs. Moore.
Hon. & Mrs. E. Noel.
Mr. Sandilands.
Mr. B. P. Sheldon.
Mr. F. H. Slaghek.
Mr. A. G. Stokes.
Mr. A. B. Skottowe.
Rev. and Mrs. Vallings.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Saghalien*, with the French mail of 10th the ult. left Saigon on the 9th instant at 4 a.m., and may be expected here to-morrow.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Khedive*, with the English mail of the 17th ultimo, left Singapore on Monday, the 10th instant at 4 p.m., and may be expected here on Sunday, the 16th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port, *via* Honolulu, Yokohama, and Nagasaki, on the 25th ultimo, and may be expected here on the 21st instant.

AUSTRALIAN MAIL.

The China Navigation Co.'s steamship *Changsha*, from Australia, left Port Darwin on the 3rd instant, and is due here on or about the 13th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 3rd instant for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong, and is due here on or about the 19th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Kutsang*, from Calcutta, left Singapore on the 6th instant at 5 p.m., and is due here on or about the 13th.

STEAMERS EXPECTED.*

Names.	From.	Due.
Benledi	Singapore	June 11th
Ceylon	Bombay, &c.	June 21st
Erato	Singapore	June 13th
Glenartney	Singapore	June 13th
Japan	London, &c.	July 4th
Leimbro	Bombay, &c.	June 13th
Ningchow	Liverpool, &c.	June 17th

* We would direct the attention of shipping firms to the new style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give strict orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Achilles	London, &c.	June 13th.
Adolph	New York	Quick desp.
Aglaia	Havre, &c.	June 19th.
Alcedo	San Francisco	July 25th.
Asloun	Victoria (B.C.), &c.	June 25th.
Barcelona	Spanish Ports, &c.	Quick desp.
Benledi	Kobe & Yokohama	June 14th.
Brindisi	Singapore, &c.	June 15th.
Chingwo	London	June 21st.
Centennial	Baltimore	Quick desp.
City of Peking	San Francisco, &c.	June 28th.
E. of China	Vancouver, &c.	June 12th.
Evandale	Victoria (B.C.), &c.	June 25th.
Esmeralda	Manila, via Amoy	June 12th.
Gaelic	San Francisco, &c.	June 18th.
G. F. Manson	New York	Quick desp.
Glenessilin	San Francisco	Quick desp.
H. Rickmers	Yokohama & Kobe	June 16th.
Java	London	June 25th.
Khedive	Shanghai	June 16th.
Kweiyang	Tientsin	June 20th.
Lyermoon	Shanghai	June 12th.
Lyndhurst	San Francisco	Quick desp.
Maria Valerie	Shanghai & Kobe	June 12th.
Melbourne	Marseilles, &c.	June 12th.
Memnon	Sandakan, &c.	June 14th.
Namoa	Swatow, &c.	June 14th.
Prinz Heinrich	Bremen, &c.	June 24th.
Ravenna	London, &c.	June 20th.
Santa Clara	New York	Quick desp.
Shantung	Java Ports	June 18th.
Turbo	Hamburg, &c.	June 25th.
Ulysses	London	June 19th.
Verona	Japan	June 22nd.

Shipping.

ARRIVALS.

PAKSHAN, British steamer, 835, Jones, 10th June,—Saigon 6th June, Rice.—Bradley & Co.

NAMYONG, British steamer, 987, A. Hector, 11th June,—Singapore 4th June, General.—Ben Moh.

MELBOURNE, French steamer, 1,947, Bourdon, 11th June,—Shanghai 9th June, Mails and General.—Messageries Maritimes.

NAMOA, British steamer, 863, J. S. Roach, 11th June,—Foochow 7th June, Amoy 9th, and Swatow 10th, General.—D. Lapraik & Co.

BOMMINGTON, British steamer, 1,331, W. D. Leighton, 11th June,—Chinkiang 5th June, General.—Dodwell, Carlill & Co.

LY-EE-MOON, German steamer, 1,238, G. Heuermann, 11th June,—Canton 11th June, General.—Siemssen & Co.

EVANDALE, British steamer, 2,467, W. Buyers, 11th June,—Canton 11th June, General.—Gibb, Livingston & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Lightning, British steamer, for Singapore and Calcutta.
Devawongse, British steamer, for Bangkok.
Chasee, British steamer, for Shanghai, &c.

DEPARTURES.

June 11, *Namyong*, German str., for Shanghai.
June 11, *Hongkong*, French steamer, for Hoihow and Haiphong.
June 11, *Lightning*, British steamer, for Singapore and Calcutta.
June 11, *Chasee* British steamer, for Shanghai, Chefoo, Nagasaki and Wladivostock.
June 11, *Choysang*, British str., for Canton.
June 11, *Fushun*, British steamer, for Canton.
June 11, *Bonnington*, British str., for Canton.

PASSENGERS—ARRIVED.

Per *Pakshan*, from Saigon.—119 Chinese.
Per *Namoa*, from Foochow, &c.—92 Chinese.
Per *Namyong*, from Singapore.—180 Chinese.
Per *Melbourne*, from Shanghai for Hongkong.—Messrs. Hechter, J. F. Schoenicke and servant, and 1 Indian. From Yokohama.—Mr. and Mrs. Hosenko, Messrs. McIntosh and Hitamura. From Kobe.—Mr. and Mrs. Abama, and Mr. Gefson. From Nagasaki.—Miss Maturo, and Mr. Yamamoto. From Shanghai for Hongkong.—Mr. G. Oliver. For Singapore.—Mr. J. Solmann. For Marseilles.—Mr. and Mrs. Kenney, 2 children and amah, Mr. and Mrs. Leod, Mrs. Ross Yound and child, Mrs. Moore, Messrs. Vollmann, Pasquier, H. Keig, Stewart, Bob, Phillips, and Henry. From Yokohama for Saigon.—1 Annamite. For Colombo.—Mr. Galbain. For Marseilles.—Prince Cantacuzene, Mr. and Mrs. L. de Micheaux, Miss White, Miss Cécile Papritz, and Mr. G. Barzeau. From Kobe for Saigon.—Mrs. Yamamoto. For Singapore.—Messrs. Main, Nescoke, Meyer, Okura, Nakamura, Kitano, Nakamure, and Yekura. From Nagasaki for Saigon.—Messrs. Monfort, Perrier, and Marzan. For Alexandria.—Mr. and Mrs. Shishelkunoff and 2 children.

Post Office.

A MAIL WILL CLOSE—

For Bangkok.—Per *Devawongse* to-morrow, the 12th instant, at 9.30 A.M.

For Europe, &c., India *viâ* Tuticorin, and Mauritius.—Per *Melbourne* to-morrow, the 12th instant, at 11 A.M.

For Amoy, Shanghai, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* to-morrow, the 12th instant, at 11.30 A.M.

For Amoy and Manila.—Per *Esmeralda* to-morrow, the 12th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

ASLOUN, British steamer, 1,827, J. Murray, 25th May,—Saigon 21st May, Rice.—Melchers & Co.

BENTALA, British steamer, 1,767, W. E. Filmer, 28th May,—Moji 22nd May, Coal.—Dodwell, Carlill & Co.

BRAUNFELS, German steamer, 1,926, E. Warckmeister, 2nd June,—Saigon 29th May, Rice and Paddy.—Melchers & Co.

DEVAWONGSE, British steamer, 1,057, V. Perkes, 5th June,—Bangkok 28th May, and Kohsi-chang 30th, General.—Yuen Fat Hong.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 4th June,—Vancouver 13th May, Yokohama 27th, and Woosung 1st June, Mails and General.—C. P. R. Co.

GAELIC, British steamer, 4,200, W. Pearce, 10th June,—San Francisco 14th May, Yokohama 1st June, and Nagasaki 6th, Mails and General.—O. & O. S. S. Co.

HELENE RICKMERS, German steamer, 2,008, H. Rebbelmund, 9th June,—Saigon 6th June, Rice.—Melchers & Co.

HERMAN WEDEL JARLSBERG, Norwegian steamer, 1,940, K. Reimers, 10th June,—Kutchinotzu 5th June, Coal.—Nippon Yusen Kaisha.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 10th June,—Saigon 5th June, Rice and Paddy.—Jebsen & Co.

MACHEW, British steamer, 999, Gen. Anderson, 7th June—Bangkok 31st May, Rice and Timber.—Yuen Fat Hong.

MARIA VALERIE, Austrian steamer, 2,644, B. Vidos, 10th June,—Singapore 5th June, General.—A. L. S. N. Co.

MEMNON, British steamer, 823, B. Branch, 10th June,—Sandakan 5th June, Timber.—Butterfield & Swire.

MOLDAVA, British steamer, 1,477, T. C. Burnside, 3rd June,—Halong Bay 31st May, Coals.—Jardine, Matheson & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, J. Williamson, 3rd June,—Bangkok 26th May, and Kohsichang 28th, General.—Yuen Fat Hong.

PICCIOLA, German steamer, 867, E. Haas, 8th June,—Saigon 4th June, Rice.—Melchers & Co.

PROGRESS, German steamer, 587, T. Jessen, 8th June,—Touron 6th June, General.—Siemssen & Co.

PROPONTIS, British steamer, 1,390, Warrack, 7th June,—Saigon 3rd June, Rice.—Hseng Sing.

STRAITS OF DOVER, British steamer, 1,904, Ed. Holliday, 7th June,—Moji 1st June, Coals.—Carlowitz & Co.

TRITON, German steamer, 1,085, P. Cornelsen, 9th June,—Chinkiang 1st June, Rice and General.—Siemssen & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Paulsen, 9th May,—Cardiff 4th May, Coal.—Melchers & Co.

ALCEDO, British 4-masted bark, 2,209, R. Coutts, 22nd May,—New York 14th Dec., Kerosene Oil.—Master.

AURORA, British bark, 295, A. Berndt, 5th June,—Bangkok 15th May, General.—Kong Cheong Tye.

CALEB CURTIS, British schooner, 67, Raymond, 28th April,—Paracels 22nd April, Ballast.—C. T. Insurance Co.

CENTENNIAL, American ship, 1,225, Colcord, 11th May,—Singapore 22nd April, Timber.—Master.

CHALLENGER, American ship, 1,399, W. W. Parington, 6th June,—Shanghai 23rd May, General.—Reuter, Brockelmann & Co.

FORT STUART, British ship, 2,300, H. J. Fletcher, 6th June,—New York 3rd Dec., Kerosene Oil.—Standard Oil Co.

GERTHA, Norwegian bark, 541, P. Tengelsen, 22nd May,—Rejang 25th April, Timber.—Mau Shun Woo.

GLENESSLIN, British ship, 1,741, Thos. B. Pritchard, 4th April,—New York 4th Dec., Kerosene Oil.—Standard Oil Co.

SANTA CRUZ, American schooner, 92, D. D. O'Keefe, Yap (Carolines) 20th April, Ballast.—Wieler & Co.

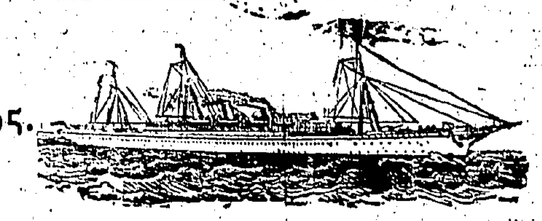
SIAM, German ship, 1,69[illegible], A. Garlicks, 31st May,—New York 24th January, Kerosene Oil.—Standard Oil Co.

TASMANIA, British 4-masted barque, 2,060, H. Grahn, 4th June,—New York, 22nd Nov., Case Oil.—Standard Oil Co.

WM. LE LACHEUR, British barque, 384, C. B. Madder, 3rd June,—Singapore 16th May, Timber.—Chuen Tye.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 3rd July.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 24th July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 22nd May, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Friday, 28th June, at Noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 9th July, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 30th July, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on FRIDAY, the 28th inst., at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th June, 1895. [1

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Tuesday, 18th June, at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 20th July, at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Thursday, 8th August, at Noon.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on TUESDAY, the 18th June, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany, by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th May, 1895. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 24th July, 1894. [192

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT POWDER.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895. 10

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich	Monday	24th June.
Bayern	Monday	22nd July.
Preussen	Monday	19th Aug.
Sachsen	Monday	16th Sept.
Gera	Monday	14th Oct.
Prinz Heinrich	Monday	11th Nov.
Preussen	Monday	9th Dec.
Sachsen	Monday	6th Jan.
Gera	Monday	3rd Feb.

ON MONDAY, the 24th day of June, 1895, at 3 P.M. the Company's Steamship "PRINZ HEINRICH," Captain Engelhart, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY the 22nd June. Cargo and Specie will be received on board until NOON on MONDAY the 24th June and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 23rd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $1.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to.

MELCHERS & Co.,
Agents.

Hongkong, 8th June, 1895. [718

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Evandale *	Tuesday	June 25.
Victoria	Tuesday	July 16.
Tacoma	Tuesday	Aug. 6.
Hankow	Tuesday	Aug. 27.
S.S.	Tuesday	Sept. 17.
Victoria	Tuesday	Oct. 8.
Tacoma	Tuesday	Oct. 29.
Hankow	Tuesday	Nov. 19.

* No Passengers carried by these 2 sailings.

THE Steamship

"EVANDALE,"

Captain Buyers, sailing at Noon, on TUESDAY, the 25th June, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; *and one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 5th June, 1895 4

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists

Printed and Published by CHESNEY DUNCAN at No. 8, Pedder's Hill, in the city of Victoria, Hongkong.